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Moderate Prices.

No. 14,478.

號三月九年九零百九千一第

HONGKONG, FRIDAY, SEPTEMBER 3, 1909.

日九十月七年元就宣

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THORNE'S  
OLD VAT

\$15  
PER  
CASE



As supplied  
to the  
House of  
Commons.

SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
A. S. WATSON & CO., LTD.

JAPANESE NAVAL CON-  
STRUCTION.

The Ships to be Built by 1917.

According to the Tokyo Mainichi the  
battleships and cruisers to be built by  
Japan in the eight fiscal years 1910-17 are  
as follows:-

Fiscal years.	Tons.
42... 1 Armoured Cruiser (Ishiki)...	14,800
43... 1 First-Class Cruiser (Iono)...	4,100
44... 1 Battleship (Sakuma)...	19,350
45... 1 Battleship (Aki)...	19,850
46... 1 Armoured Cruiser (Kuma)...	14,800
47... 1 Cruiser...	4,800
48... 1 Armoured Cruiser...	15,500
49... 1 Armoured Cruiser...	15,500
50... 1 Second-Class Cruiser...	4,800
51... 1 Battleship...	19,800
52... 1 Armoured Cruiser...	15,500

As, however, the number of old war-  
ships removed from the navy list is in-  
creasing every year, the new construction  
will not do much more than make good the  
losses. Thus by 1917, the tonnage of the  
battleships and cruisers, which now num-  
ber 65, will only have risen from 424,000  
tons to 460,000.

We learn from the Japan Mail that  
the Jiji Shimbun has an interesting  
article which greatly helps to eluci-  
date the perplexing facts with regard  
to the development of the Japanese  
navy. The trouble is that there are three  
programmes in simultaneous operation, and  
that their respective periods have been  
altered from time to time to meet financial  
convenience. Thus, while the public saw  
that ships were being built, it was im-  
possible to say what programme they  
belonged to, or what part of the general  
scheme they represented. These are the  
points now made clear by our con-  
temporary's article. In the first place, there  
is the Third Period Increase. This now  
extends over the period from 1903 to 1916.  
The ships already built under it are the  
following:-

Tons.
Line of battleship Kashima..... 15,400
Katori..... 15,350
First-class armoured cruiser Toki 14,020

The ships uncompleted are one line of  
battleship, one first-class cruiser and two  
small cruisers. Next we have what is  
called the Honiku; that is to say, the  
supplementing programme. This extends  
over the period from 1904 to 1914 and the  
ships already completed under it are as  
follows:-

Tons.
Line of Battleship Satsuna..... 19,350
Aki..... 19,850
First-class armoured cruiser Tokuba 13,750
Koma..... 13,750
Kuruma 14,820
Cruiser Tono..... 4,100

The ships uncompleted are:-  
One first-class armoured cruiser.  
Two or three cruisers.  
Several destroyers and submarines.

The third programme is that called Hoju,  
or Implementing Programme. This extends  
over the period from 1908 to 1913. No  
ships have yet been constructed under it,  
but two line-of-battleships of 20,000 tons  
each have been laid down, and the follow-  
ing represent the vessels needed to make  
up the programme:-  
1 Armoured cruiser.  
2 or 3 Cruisers.  
Several destroyers and submarines.

TINY INCORRIGIBLE.

High Wycombe's incorrigible, the boy of  
two and a half years, who was removed  
from the Poorlaw schools to the workhouse,  
on account of his fearful language, is kept  
in quarantine and not allowed to mix with  
the other children.

He is a chubby little fellow, with big  
blue eyes, and gaze innocently upwards  
while he rolls terrible words off his tongue.  
His bad language does not come in bursts,  
but his baby words are mixed with oaths  
and expressions that would be deemed out  
of place even at Billingsgate. It is hoped  
that by scoldings and little punishments  
he will be broken of the habit, but as far  
as has been improved.

Business Notices.

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WILL PRESENT

THE PORT AND STARBOARD LIGHTS PIERROT PARTY

WITH ORIGINAL AND UP-TO-DATE SONGS AND SKETCHES

ON THE GREEN, KOWLOON.

SATURDAY, SEPTEMBER 11th, 9 p.m.

Tickets..... \$1.00.

May be obtained from any Members of the Club or at THE  
ROBINSON PIANO CO., LTD.

A late train will run to the Peak,  
Hongkong, August 31, 1909.

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YOU WILL NEVER if you Visit MOHIDEEN & THAHA  
in D'Agular Street, the new JEWELLERS

and DEALERS in

CEYLON PRECIOUS STONES

AND OTHER JEMS OF EVERY DESCRIPTION.

Hongkong, September 1, 1909.

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BEER

LIGHT AND REFRESHING  
SUMMER BEVERAGES.

Obtainable at Messrs

CALDBECK, MACGREGOR & Co.  
H. PRICK & Co., Ltd.

VICTORIA DISPENSARY.

A. S. WATSON & Co., Ltd.

KOWLOON DISPENSARY.

FRENCH STORE.

WATKINS,

AND EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

Hongkong, July 7, 1909.



NOTICE.

APPLICATIONS are invited for two  
appointments as PROBATIONER  
NURSE in the Medical Department. Such  
applications together with references and  
certificates of character should be forward-  
ed before the 10th instant to the Superin-  
tendent of Civil Hospital who will give full  
particulars as to salary, etc.

Applications are also invited for the post  
MATERNITY NURSE. A knowledge of  
colloquial Chinese is desirable. For particu-  
lars as to salary, etc., apply to the  
Superintendent of Civil Hospital.

Prin. Civ. Med. Officer.  
Medical Department,  
Hongkong, September 1, 1909.

NIGHT STEAMER TO  
CANTON.

NEW TWIN SCREW STEAMER,  
S.S. SAN CHEUNG

Fitted throughout with Electric Light  
and Fans supplied in all cabins.  
(Captain J. McGarry).

LEAVES Hongkong for Canton at 3 P.M.  
on  
SUNDAY, TUESDAY & THURSDAY.

Leaves Canton for Hongkong at 5 P.M. on  
MONDAY, WEDNESDAY & FRIDAY.

Fare, 1st-Class..... \$2.50 single passage.  
Meals..... \$1 each.

Servants' passages must be paid for.  
CHEUNG ON STEAMBOAT CO., LTD.  
No. 235, De Young Road Central,  
Hongkong, November 11, 1908.

NOTICE.

HAVING been appointed AGENTS in  
Hongkong for the WESTERN  
ASSURANCE COMPANY, we are pre-  
pared to accept approved European and  
Chinese risks at current rates.

JOHN D. HUMPHREYS & SON.

Hongkong, August 17, 1909.

E. C. WILKS,  
M.I. MECH. E. A.M.I.N.A.

LATE OF WILKS & JACK, LD.

CONSULTING ENGINEER,  
SURVEYOR, VALUER  
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WORKS OF  
WHARVES, FACTORIES,  
AND ALL CLASSES OF  
MACHINERY & EFFECTS.

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Hongkong, April 14, 1909.

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8 and 10, Ice House Road

TELEGRAPHIC ADDRESS: GRAND, HONGKONG.

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FOR LUXURY, COMFORT, QUIET, FRESHNESS AND EXCELLENT COOKING.

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THE MOST  
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MARINE  
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LADIES' DEPARTMENT

commences on WEDNESDAY Next, September 1st.

LANE, CRAWFORD & CO.

DRINK O. B. BEER

PURE, LIGHT & WHOLESOME.

BREWED ESPECIALLY FOR THE TROPICS.

To be had from all dealers or from the

ORIENTAL BREWERY, LTD.

P. O. Box 238. TEL. 479.

Hongkong, June 26, 1909.

Prickly Heat Lotion and Powder

Safe remedies for allaying the irritation.

SUN GLASSES.

HOUSEHOLD AMMONIA

For the Bath and all Toilet Purposes.

NESTOR SANITARY FLUID

A RELIABLE DISINFECTANT

One Pint Tins 50 Cents. One Gallon Tins \$2.

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THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

BAND AT TIPPIN & DINNER. A. F. DAVIES, Manager.

PEAK HOTEL

ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

OPEN to the South Wind in Summer and protected from the North-east Winds in  
Winter. Commanding magnificent view of Hongkong, the Harbour and adjacent  
islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.  
Terms: From \$5 per day. Telephone: Add: "Peak".  
Taxes: 10% on Room. Taxis: 10% on Fare.  
Hongkong, February 6, 1909.

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In Casks or 375 lbs. net, \$5.50 per Cask, ex Factory

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Shewan, Tomes & Co.,

GENERAL MANAGERS.

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Shoes.

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Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,  
Charms, Chains, Links, &c.

Jade Stone and Chinese Made Gold Jewellery.

GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS

Repairs of Watches and Jewellery effected by experienced Europeans.

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OVER FORTY COLOURS TO SELECT FROM

From top  
to bottom of a House  
Hall's Distemper is the quickest,  
cleanest and most healthful form  
of decoration, as well as the one  
which conforms most to the  
requirements of modern fashion  
and good taste.

Hall's Sanitary  
Washable  
Distemper

makes beautiful washable walls.  
It is applied with a white-wash brush,  
diluted with water, and destroys all microbes,  
dries like flat paint, and sets hard as  
cement. It contains no lead and  
therefore does not discolour or turn  
black, nor crack, scale or peel off.  
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work, and used by Government everywhere.  
Sample Shade Card and full particulars  
sent free on application to

William C. Jack & Co., Ltd.

Rusty Keys, Tarnished Ship Fittings, Plated Dinner Services, etc.  
MADE EQUAL TO NEW

ELECTRO PLATING WORKSHOPS.

NICKEL AND SILVER ELECTRO PLATE

WILLIAM C. JACK & CO., LTD.

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ELECTRO PLATING WORKSHOPS, KOWLOON.

FOR BATHING PARTIES.

BLACKBERRY BRANDY,  
CHERRY BRANDY,  
CHERRY WHISKY,  
ORANGE GIN,  
PEPPERMINT,  
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SOLE AGENTS:

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ALEXANDRA BUILDINGS.

FOR SMART FOOTWEAR.

The 'GIBSON'



White Canvas Shoe,  
Covered Louis Heel,  
Silk Tie.  
IN ALL SIZES.



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VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure  
Malt Whiskies distilled in  
Scotland

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

PER DOZEN \$16.50.

Robert Porter &amp; Co.'s

BULL DOG

BRAND

Guinness' Stout

IN PINTS AND SPLITS

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LIMITED.

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PREMIER HALL OF HONGKONG.

DES VOIX ROAD CENTRAL.

THURSDAY NEXT.

Recess and Farewell Performances to

SIGNOR TORRAS.

SPECIAL PROGRAMME.

ARTISTS:

PHILIP SISTERS.

MADAME HARRISON.

MATINEES:

ON SATURDAY AND SUNDAY, at 4 P.M.

Hongkong, March 6, 1909.

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BUY A

VICTOR TALKING MACHINE.

A STOCK OF OVER

200 MACHINES

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TO SELECT FROM.

EASY PAYMENTS

CAN BE ARRANGED.

S. MOUTRIE &amp; CO., LD.

Hongkong, April 16, 1907.

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and Quarry Bay residences.

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TELEPHONE No. 22.

CHINA MAIL, LIMITED.

MEMOS FOR TO-MORROW.

Auction.

11 a.m.—Auction of an Assortment of

Drapery, at Mr. Geo. P. Lammer's

Sales Rooms.

Miscellaneous.

4.15 p.m.—Fourth Meeting of Hongkong

Gymkhana Club, at Happy Valley.

Amusements.

8 p.m.—Performance at the City Hall.

General Memoranda.

MONDAY, September 6.—

2.30 p.m.—Auction of Household Furni-

ture, &amp;c. at Mr. Geo. P. Lammer's

Sales Rooms.

3 p.m.—Auction of Crown Land at the

Public Works Department's Office.

TUESDAY, September 7.—

2.15 p.m.—Meeting of His Majesty's

Justices of the Peace at the Magistracy.

WEDNESDAY, September 8.—

2.30 p.m.—Auction of Household Furni-

ture, &amp;c. at Messrs. Hughes &amp; Hough's

Sales Rooms.

2.45 p.m.—Auction of Household Furni-

ture at No. 13, Morrison Hill Road.

SATURDAY, September 11.—

Noon—Meeting of China Light &amp; Power

Co., Ltd., at Co.'s Office.

3 p.m.—Meeting of Hongkong Hotel Co.,

Ltd., at Co.'s Office.

MONDAY, September 14.—

5.30 p.m.—Meeting of Hongkong Cricket

League at Hongkong Cricket Club.

THURSDAY, September 30.—

2.30 p.m.—Auction of Valuable Lease-

hold Land at Shumane, Canton.

## The China Mail

HONGKONG, FRIDAY, SEPTEMBER 3, 1909.

THE LURE OF THE NORTH POLE.

FROM the days of OTHO the Northman right down to the present year of grace all races with a drop of Viking blood in their veins have felt the lure of the frozen North. For the mere lust of adventure the early voyagers sought to find a way through those inhospitable regions to the fabled land which was supposed to be hidden behind the icy barriers, a land of calm delights and idyllic government where the joys of Vallhalla could be anticipated during mortal life. Coming down the centuries to the spacious days of great ELIZABETH we find men still willing to go on the great quest, but now their objective had changed somewhat, as well as the motives actuating them. It was to find a northwest passage to Cathay and Hindustan, and so to wrest the wealth of the Indies from the grasp of the Portuguese, to whom those regions had been given by Papal dispensation, that CABOT, FROBISHER, SIR HUMPHREY GILBERT and JOHN DAVIS made so many daring attempts to win through to the farthest north. In the succeeding reign, HENRY HOPKINS took up the quest and four times penetrated into the regions around Spitzbergen, once even reaching latitude 81° 30' N. First in the Masovian Com-

pany, then for the British merchant, and at last for the adventurous spirits of the Low Countries had finally for himself only to be beaten back by the ice and stormy weather. JONAS POLO followed him in 1610; then came BARNES in 1613; and FOMMELT in 1615, after which for a century and a half the attempts to find a north-west passage and incidentally to reach the north pole were not resumed. With the extraordinary outburst of naval activity which followed the accession of GEORGE III. men's thoughts once more turned towards Arctic exploration, and Captain JOHN PARRIS, afterwards Lord MURRAY, fitted out an expedition at the charges of the British Admiralty which had purely scientific objects set before it. But luck was not with him and PARRIS did not reach so far north as old HENRY HUDSON had done with his far inferior ship, by fully 40 miles. Capt. COOK, the great navigator, was the next to attempt the task, and he proceeded by way of Behring's Straits, only to be driven back after reaching 70° 45' N. lat. His experiences greatly disheartened other explorers and it was not till 1806, that SOUKHSEV, the mate of a Hull whaler, reached 81° 30' N. lat., or 510 geographical miles from the Pole. SOUKHSEV has cut his name deep in the annals of the Farthest North, but space forbids our enlarging on his achievements. The subsequent expeditions of BUCHANAN and FRANKLIN in 1818, of CLAYTON in 1823, of GRAB (Danish) in 1828, of de BROSSEVILLE (French) in 1833, may be considered as virtual failures for they really added nothing to our geographical knowledge. Of the tales of heroism which each of these expeditions afford in ample abundance, we have not space to enter upon here; neither can we make more than fleeting reference to the last expedition of FRANKLIN which led to his untimely death, to the voyages of M'CLURE, M'CLINTOCK and others, and of the daring expeditions led by NANSEN.

As the century advanced expeditions to the Polar region grew more numerous. They were despatched by the French, the Danish, the American, the British, the Italian, the Russian and the Swedish Governments, while many private adventures were made by men who had felt the call of the north and were determined upon penetrating to the heart of its baffling mystery. It is like taking up a book of the old Norse Sagas to read the various accounts which Arctic explorers have placed in print for the benefit of the stay-at-homes, and always the task has had to be abandoned incomplete. As the nineteenth century drew to its close the nations were following with breathless interest the attempts of NANSEN, of PELLY, of WELLMANN, and the Duke of ABRUZZI to reach the Pole. They each attacked the problem from different bases. Poor ANDRÉE, a brilliant young Frenchman, conceived the idea of reaching the Pole by means of a balloon, and to this day his fate is uncertain. He sailed away and was never heard of again, though many have been the stories which Esquimaux tribes are supposed to have told of a mysterious god-like object dropping from the clouds and thereafter being killed. Following ANDRÉE's example, WELLMANN, an American explorer, constructed an airship, but his two attempts have both ended in failure, the last only the other day. On July 17, 1908, Commander PELLY set off from Sydney, Cape Breton, for yet one more try, and his intention was to establish a base on the Northern shore of Grant's Land from whence he hoped to make a dash with sufficiently laden sledges to the Pole. Other expeditions are also in and around the polar regions bent on doing something similar, among them being three under Danish leaders. But if the news which we printed last evening be true, the gaudon has at last been won, and that by the representative of the young and vigorous American nation. Leaving a point in Ellesmere Land, which lies to the North-west of Greenland and south of Grant's Land, in February, 1907, he is said to have reached the goal of his objective on the 21st of April, 1908, 81° 30' N. lat. in the Masovian Com-

pany, then for the British merchant, and at last for the adventurous spirits of the Low Countries had finally for himself only to be beaten back by the ice and stormy weather. JONAS POLO followed him in 1610; then came BARNES in 1613; and FOMMELT in 1615, after which for a century and a half the attempts to find a north-west passage and incidentally to reach the north pole were not resumed. With the extraordinary outburst of naval activity which followed the accession of GEORGE III. men's thoughts once more turned towards Arctic exploration, and Captain JOHN PARRIS, afterwards Lord MURRAY, fitted out an expedition at the charges of the British Admiralty which had purely scientific objects set before it. But luck was not with him and PARRIS did not reach so far north as old HENRY HUDSON had done with his far inferior ship, by fully 40 miles. Capt. COOK, the great navigator, was the next to attempt the task, and he proceeded by way of Behring's Straits, only to be driven back after reaching 70° 45' N. lat. His experiences greatly disheartened other explorers and it was not till 1806, that SOUKHSEV, the mate of a Hull whaler, reached 81° 30' N. lat., or 510 geographical miles from the Pole. SOUKHSEV has cut his name deep in the annals of the Farthest North, but space forbids our enlarging on his achievements. The subsequent expeditions of BUCHANAN and FRANKLIN in 1818, of CLAYTON in 1823, of GRAB (Danish) in 1828, of de BROSSEVILLE (French) in 1833, may be considered as virtual failures for they really added nothing to our geographical knowledge. Of the tales of heroism which each of these expeditions afford in ample abundance, we have not space to enter upon here; neither can we make more than fleeting reference to the last expedition of FRANKLIN which led to his untimely death, to the voyages of M'CLURE, M'CLINTOCK and others, and of the daring expeditions led by NANSEN.

NEWS OF THE DAY.

A boatman was fined \$50 by Mr. F. A. Macphail, at the Magistracy to-day, for making fast to the s.s. Clara Jacobson.

Dialogue from 'Golf Illustrated':—  
"Young man, do you not at times feel that this Sunday golf is jeopardising your chances of heaven?" "Jeopardising? Why it is heaven."

The Board of Agriculture estimates that the wheat crop throughout the United Kingdom will be above the average. There is a strong belief that the world's harvests generally will be above those of 1908.

A young man named Edward Legge, who attempted to intercept Mr. Asquith for "the good of his soul" on his way to the Foreign Office, has been detained at the Fulham Infirmary, and is said to be suffering from religious delusions.

Though the sultry weather still continues with us, athletic circles throughout the Colony are beginning to stir with reawakening life and the prospects for cricket, football, bowls and other sports during the coming autumn are already being discussed.

It is reported from Winnipeg that a terrible forest fire is in progress in British Columbia. The loss already reaches more than a million pounds, and several cities are threatened with destruction. The fire is advancing with great rapidity with a front of one mile. No lives have been lost.

Explaining to the 'Austell Guardian' why he had not answered letters from their clerk, one of the overseers of St. Sampson's parish wrote:—  
"I may have received them, but still not have opened them, making it a rule of my life not to open letters until I have a goodly number. Then I make a day's work of it. Always remember you are paid for your letter-writing; I am not."

Lord Avesbury has asked the council of the London Chamber of Commerce to ascertain the opinions of various trades committees on the following two points:—  
The transference of the Easter Bank Holiday from Easter Monday to Easter Eve. The desirability of having a fifth Bank Holiday, or Thanksgiving Day, similar to the holiday observed in America. The idea is that in the first case clerks could have three consecutive days of leave, and in the second there would be a fifth Bank Holiday.

SOCIAL AND PERSONAL.

Mr. Shaiton Ho-per left to-day by the Tenyo Maru on a health trip to Formosa and Japan.

There is a growing feeling that Yuan Hui-kai is the only man who can relieve China from the tangle into which her foreign affairs have been placed, and rumour is busy in regard to his possible recall.

Mr. J. Bromhead Matthews (late of Prosser and Matthews, Penang, and now Attorney-General, Bahamas) has been appointed by the Secretary of State for the Colonies to be Attorney-General of the Straits Settlements, in succession to Mr. W. J. Napier. Mr. Matthews, who will arrive in Singapore to take over the duties in October, was called to the Bar in 1890, was Acting Solicitor-General of the Straits Settlements from October 1902 to May 1903. For three years, from 1901 to 1904, he was a member of the Legislative Council. In 1907 he was appointed Attorney-General in the Bahamas.

CHAMBERLAIN'S TOOTH, OHOLWRA AND DIARRHOEA REMEDY.  
THIS remedy has been in use for over thirty years and has proved itself to be the most successful remedy yet discovered for toothache, cholera, and diarrhoea. Sold by all chemists and druggists.

## AFRAID DEBTOR WOULD RUN AWAY.

RUN AWAY.

In the Court of Summary Jurisdiction this morning the No. 1 bar boy of the Belle View Hotel was sued by a shopkeeper for a sum of \$80.85 said to be balance due for provisions supplied. Debtor appeared and consented to judgment.

For plaintiff Mr. Reader Harris applied that the debtor be committed to prison pending execution as he was likely to run away.

His Lordship asked the defendant—Are you going to run away?

Defendant—No, my Lord, I will not second.

Mr. Harris—It is more on the ground, my Lord, that he is likely to hide himself.

His Lordship—Hide himself in the Colony?

Mr. Harris—Yes, my Lord.

Plaintiff was called and said he had many times gone to the hotel in order to get the money but he could never find the defendant. If he chose to hide himself in a room it was impossible to make a search.

His Lordship—That is true of anybody. Do you think he did hide himself?

Plaintiff—Yes.

Defendant stated that when plaintiff called he had been out collecting debts.

Mr. Harris stated that he would drop the application.

Judgment was entered for plaintiff.

## HONGKONG CHURCH MISSIONARY ASSOCIATION.

A Meeting of the Children's Branch of the Hongkong Church Missionary Association will be held, by kind permission of Miss Byer and Mr. Alfred Byer, at "Tandara," 112E, The Peak, on Tuesday, September 7th, at 6 p.m.

The Bishop of Victoria will preside and addresses will be given by Miss L. Byer and Miss H. R. Rodd, of the Church of England Zennia Missionary Society, who have been working for many years in the Province of Pukien. Weather permitting the Meeting will be held in the open air, it is specially intended for children but all interested in Missionary work are cordially invited to attend.

## HONGKONG SERVICE NOTES.

WATER POLO.

Owing to the fact that in former years a difficulty was experienced in finding suitable referees for the R.G.A. water polo matches, it was decided that in the event of either of the three companies beating the other two in the Hongkong League matches, the R.A. Trophy would be theirs without further competition. On Wednesday evening the 83rd Co. met and defeated the 98th Co. by 2 goals to 1, and as they had already defeated the 87th Co. in the League they are the R.A. Water Polo Champions and therefore holders of the cup for the season 1909.

## OUTING.

Dumb Bell Island was the destination of the R. E. N. C. O. Picnic Club on Saturday last. The weather was all that could be desired, and the committee who were responsible for the arrangements on this occasion, are to be complimented. A very enjoyable time was spent on the trip, but beyond swimming and lunching little else was done after arrival at the island owing to lack of time.

## SHOOTING.

That the recommendations of the Army Council with regard to rifle meetings are beginning to take effect is evident from the fact that the R. E. Rifle Association competitions are now a combination of rapid and slow practices on the ringed-figure targets.

The results of this, the first competition entirely on the new principle in the Colony, will be watched with interest by the local shooting enthusiasts, as the adapting, by the C.U.S.R.A. meeting of the requirements of the Army Council can only be a matter of time.

## SENTINEL.

## A SPANISH BANK FOR CHINA.

The Shanghai Mercury writing on August 27 said:—

A report has gained currency this week that a bank is about to be started under the auspices of the Spanish priests in China, and the amount of the capital of the concern has been put as high as twenty million taels. So far as can be learned this report is not confirmed, for on enquiry at the Augustinian Procurator in Yangtzepoo Road, the information was given that no scheme had been heard of there. Evidently, however, there is the possibility of some sort of financial undertaking with Spanish backing, as rumours have been circulated that several Chinese merchants have become interested in such a project. It is of course possible that something of the kind might be accomplished by Spaniards other than the priests; but evidently any scheme in prospect has not yet reached the point of materialisation.

Similar rumours have been current in Hongkong, but they do not appear to rest on any more satisfactory basis than the reported dissatisfaction of the Spanish Fathers with the returns they are at present receiving from house property and various mercantile investments in which they are interested.

## HOW TO PREVENT BLOOD POISON.

CHARLES LEBLANC and neglect are the chief cause of blood poisoning. A cut or bruise, however slight, should have immediate attention. A good antiseptic and one that not only gives prompt relief from pain, but being antiseptic, holds the wound without maturation, is Chamberlain's Pain Balm. When this remedy is applied to a wound, the blood poisoning is checked. For sale by all chemists and druggists.

## THE NORTH POLE.

DR. COOK'S STORY ACCEPTED WITH RESERVE.

(Reuter's Service by the China Mail.)

LONDON, September 2.

A telegram from Dr. Cook, the American explorer, received at the Brussels Observatory, adds that he discovered land at the far north.

Newspaper comments and interviews with other Arctic explorers are tinged with a certain amount of reserve pending detailed information.

The newspapers draw attention to the difficulty Dr. Cook will experience in furnishing confirmation of his statements as he was unaccompanied by any civilised companion.

## HOW THE DISCOVERY WAS ACCOMPLISHED.

(Reuter's Service by the China Mail.)

LONDON, September 2.

Dr. Cook has telegraphed an account of his successful Polar expedition to the New York Herald.

He says that after a struggle with hunger and cold he has reached the Pole.

He found a big game country, then made the land whereop are found the northernmost rocks of the world.

He had great luck in finding Esquimaux gattered for a bear hunt at Amatok. Meat was plentiful and there were hundreds of healthy dogs. He thus got expert assistance and with a splendid outfit found himself only 700 miles from the Pole.

Describing his approach to the Pole, with two Esquimaux and twenty-six dogs, he says astronomical observations were daily secured until the 21st of April, when he was within 14 seconds of the Pole.

He then advanced the requisite distance and reached the actual Pole.

The sun indicated local noon, for all meridians had met, but north, east and west had vanished, and it was south in every direction, but the compass pointing to the magnetic pole was as useful as ever.

## OPIUM IN A BOARDING HOUSE.

HOUSE.

Information came to the knowledge of the Excise Officers that some illicit opium was to be found at 110, Connaught Road Central, which is occupied as a boarding house, and acting on the information the house was searched. A handbag containing seven tins of prepared opium, besides a cash box containing about fourteen taels was found in the safe. The story told by the proprietor was that two women came from Macao and engaged a room. They asked him to place the handbag and cash box in the safe and he did so. Then the women left apparently with the object of taking a walk. A locked box, near the cubicles which the women engaged, was broken open and it was found to contain a brick and a half, wrapped up in paper. The proprietor of the house was arrested, but after the evidence of his kiosk when he appeared before Mr. J. R. Wood, at the Magistracy this morning, the case was withdrawn.

## CHRONIC DIARRHOEA.

MANY sufferers from chronic diarrhoea have obtained prompt relief by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Some of the worst cases of this disease have been permanently cured by it after other treatment and skilled physicians had failed. For sale by all chemists and druggists.

## DON'T TAKE THE RISK.

WHEN you have a bad cough or cold do not let it drag along until it becomes chronic or develops into an attack of pneumonia, but give it the attention it deserves and get rid of it. Take Chamberlain's Cough Remedy and you are sure of prompt relief. For sale by all chemists and druggists.

## RECORDS AT RHEIMS.

Telegrams to the N.O. Daily News from Rheims say that Mr. Curtis, the American, won the Gordon Bennett prize for a twenty-kilometre race, in 15 mins. 10 1/2 secs. M. Bleriot, who was second, covered the distance in 15 mins. 56 1/2 secs.

Mr. Henry Farman won the passenger prize. He carried two passengers a distance of ten kilometres in 10 mins. 33 secs.

M. Bleriot's aeroplane was subsequently destroyed by an explosion of the motor.

## THE CHIENTAO AGREEMENT.

(Wah Tan Yat Po's Service.)

PEKING, September 2.

The Chientao agreement provides that Japanese and Korean inhabitants of Chientao will be under Japanese jurisdiction.

## MINING OF COPPER CASH TO STOP.

(Wah Tan Yat Po's Service.)

PEKING, September 2.

The Board of Finance has instructed all Provincial mints that the mining of copper coins must be stopped at once.

## ANOTHER DISPUTE.

(Wah Tan Yat Po's Service.)

PEKING, September 2.

It is said that an international dispute has arisen concerning some islands near the Pratts shoal.

## CHINESE STUDENTS GO ABROAD.

(Wah Tan Yat Po's Service.)

PEKING, September 3.

The Board of Communications has arranged to send 42 students to America.

## GOVERNOR-GENERAL SAKUMA.

(Independent News Agency's Service by the China Mail.)

TOKYO, September 2.

Governor-General Sakuma, of Formosa, is to retain his present position for one year more, special Imperial sanction having been obtained.

[Note—According to service regulations General Sakuma has reached the retiring age as a general officer, but his administrative ability is so great that it is generally felt that it would not be in the interests of Formosa if he retired at the present moment. Hence the appeal to the Throne and the granting of another year's service.—Ed. C.M.]

## TO SUPPRESS BOYCOTTING.

(Wah Tan Yat Po's Service.)

PEKING, September 2.

The Peking Government has directed Viceroy Shi Liang to suppress any



SPORTING

Hongkong Cricket League.

The sixth annual report of the above League, drawn up by Mr. A. O. Brown, Acting Hon. Sec. and Treas., states:—

Nine clubs participated in the Shield Competition, viz., Hongkong 'B' Civil Service, Hongkong 'A' Civil Service, Crispinover, Royal Garrison Artillery, Royal Engineers, Police, and Kowloon. The Shield was won by Hongkong 'B' after a keen struggle with Civil Service, the runners-up. The competing club were not so equally matched as in the previous season when four clubs went neck and neck for the championship. Some clubs found the League programme too arduous and failed to complete their fixtures.

The premier club, having a heavy inter-club programme before it, will not, enter 'A' and 'B' teams for the coming season but will probably enter a capable second eleven. It is probable the Telegraphs will be unable to raise an eleven and will be merged in the Hongkong Club. It is anticipated that the Buffs will join the competition.

It has been suggested that a League 'X' play a series of three test matches against the Hongkong C. C. It has also been suggested that a second division of the League be formed.

The method of placing clubs in the League table is the same as that adopted by the counties at home, viz. by percentages, and I would earnestly recommend that the method of arranging fixtures be likewise the same, that is, that the management of each club places itself what and how many fixtures it arranges so long as it arranges, and plays at least half the maximum. If some such scheme as this is not adopted several clubs and many individual players will decline to take part in what they deem a too arduous undertaking.

The shield and gold medals were given into the keeping of Mr. F. Maitland, the H.K.C.C. President, by Mr. W. D. Braidwood, the Vice-President of the League, at the conclusion of the match with the Ladies Recreation Club.

Mr. A. E. Asger, the indefatigable Hon. Sec. of the League, left Hongkong for England in April and is expected to return in about two months.

The accounts show a credit balance of \$41.90.

The annual general meeting will be held in the Hongkong Cricket Club Pavilion on Monday, the 13th of September, at 5.30 p.m.

English Cricket.

Kent, which was second in the English county championship last year, comes out top of the list for 1909, with Lancashire seventh last year, in second place, and Yorkshire, the 1908 champions, probably third, with Sussex close up. In the matches played on August 28, 29, and 30, the Australians beat Sussex at Brighton by one wicket; Yorkshire defeated Essex at Leyton by 151 runs; Surrey beat Warwickshire in Worcestershire by six wickets; Middlesex defeated Gloucestershire at Bristol by an innings and 31 runs; Lancashire beat Somersetshire at Manchester by 93 runs; North Devon defeated Devon at Nottingham by an innings and 34 runs; Kent beat Leicestershire at Dover by an innings and ten runs; and Hampshire defeated Warwickshire at Bourne-mouth by an innings and 53 runs.

REVIEWS.

Before the *Circle Tracks on North Pacific Ocean*, by W. R. Jeffcott, Lieutenant, R.N.R. (Extra Master); Hongkong, Messrs. Kelly and Walsh, Ltd.

Captain Jeffcott has prepared a very handy volume which should appeal to every mariner traversing the North Pacific. He disclaims, having produced anything new or startling, merely something thoroughly practical, and he declares that should the little work be so fortunate as to meet with the approval of those conducting the navigation of ships on the routes, he will be amply repaid for many "watchdog" hours spent in its compilation. After a carefully digested introduction, Capt. Jeffcott devotes 10 pages to the "combined circles," Cape Beale to Imbuoyaki; 13 pages to the "combined track" over the same course; and then goes on to provide mariners with assistance over the San Francisco to Noisima-aki great circle; the Noisima-aki to Kapeus Point great circle; the Farallones Light to Makapu, Point; and the winter route from Honolulu to Noisima-aki. Altogether it is a book we can thoroughly recommend.

*Travel and Exploration for August*: London, Withby and Co.

Travel in far countries is being made easier and more expeditious every year by the enterprise of those who are organising the navigation of the great rivers of the world and laying railways in lands that a century ago were unknown. How far modern science and energy has progressed in this respect is shown in the August number of *Travel and Exploration*, which contains accounts of three notable journeys. Mr. G. B. Bask describes a journey which he made across Africa from Bugina to Mombasa; Miss Agnes Dennis Cameron concludes a description, begun in the July number, of a trip from Edmonton across Northern Canada to the Arctic Circle; and Mr. H. Whitaker gives an account of a journey across Russia, Turkmenia and the Thian Shan Mountains to India. "A Frozen Night on the Moon," is described by E. Elliot Stock. "Travel Notes in French Indo-China," by Henry G. Bryan, is of more than usual interest. Considering Hongkong's close proximity to French Indo-China it is surprising how little we know of that region and Mr. Bryan's article will help to remove many misconceptions. "An Elephant Raid in British Colonial Africa," is a special interest in that it was written by an African native. Mr. Wm. Piercy, F.R.G.S., has translated it and added explanatory footnotes.

**BOWEL COMPLAINT IN CHILDREN.**

CHILDREN when teething are liable to attacks of diarrhoea and this trouble, especially in warm weather, should never be neglected. The best medicine in use for ailments of this kind is Dr. Chamberlain's Colic, Cholera and Diarrhoea Remedy. When reduced with sea or sweetened, it is not unpleasant, which is of great importance when giving medicine to children. For sale by all chemists and druggists.

TOKYO LETTER.

(From Our Own Correspondent.)

Tokyo, August 31.

The Japanese Residency-General in Seoul has completed the compilation of the Budget for the forthcoming fiscal year. The total sum involved is reported to be about ten million Yen in round figures, and it includes Yen 3,000,000 for the Residency-General; Yen 3,000,000 for the Judiciary and Prisons, the administration of which was recently transferred to the hands of Japan; Yen 210,000 for education; Yen 3,000,000 to be advanced to the Korean Government in accordance with special arrangements, etc. It is said that the expenditures for Communication and Railways are provided in special accounts.

It is reported by a commercial journal that the Government will shortly issue Treasury Bills amounting to Yen 10,000,000. These will bear interest at the rate of 4.38 per cent per annum. It is said that in the natural course of events all the private banks will follow the step recently taken by the Bank of Japan and lower their rates of interest. Changes may thus be expected in the money market, while on the other hand the Stock Markets have already become very brisk. Five per cent bonds have risen about 4 points and other Government securities and shares generally are trending steadily upwards. During the forthcoming four months about Yen 20,000,000 will enter Japan from foreign countries in the form of loans contracted abroad by Osaka and some other cities. In September the Government will pay out Yen 8,000,000 as interest on State loans, and in the following month it will redeem Yen 20,000,000 worth of securities. There is accordingly an idea current that all the private banks will lower their interest rates on fixed deposits to 4.5 per cent on an average.

The East-Asia Industrial Company has at length been formed through considerable friction arose among many leading business men of Tokyo concerning it. This company intends to supply materials to China in competition with foreign syndicates or in conjunction with them. The promoters will meet at the beginning of September with a view to passing the regulations. It is needless to add that this association has been organized with special assistance from the Government.

The Chinese students in Tokyo, who are, it is alleged, indignant at the ultimatum recently given by the Japanese to the Chinese Government, have held a meeting. They elected three delegates, one of whom is to proceed to Liangtung, another to Shanghai, and the third to Peking with a view to organising a boycott of Japanese merchandise throughout China.

According to a late semi-official report, a financial agreement with regard to the Kirin-Changchun and the Mukden-Hsin-min-tsun Railway was recently concluded between China and Japan. The fund to be disbursed by Japan on account of the Kirin-Changchun Railway is ¥2,150,000 and on account of the Mukden-Hsin-min-tsun Railway ¥320,000. The disbursements are to be made in the form of a loan bearing 5 per cent interest and the bonds are to be taken at the prices of 93 per 100. In the case of the first mentioned railway, the loan is to remain undischarged for five years and to be thereafter redeemed in twenty years. In the case of the other line, the repayment of the loan is to be effected within 18 years. Commenting on the foregoing agreement, a leading Tokyo paper says that originally Japan was to have been part owner of the Kirin-Changchun Railway, but later she abandoned that right agreeing merely to be China's creditor for the amount of the construction fund. The actual building work is to be done by China and the new line is to be hypothecated to Japan for the loan above mentioned. As to the Mukden-Hsin-min-tsun Line Japan sold it to China for ¥1,600,000. One half of this amount has been paid by China and the remainder was left in the form of a loan on the security of the railway. The amount of ¥320,000 is one half of the cost of improvement of the line and converting it into a mercantile concern, China paying the other half herself. This settlement of the railway question has created a favourable impression in commercial and industrial circles in both countries.

The equipment of the battleship *Satsuma* (19,350 tons) and the first class cruiser *Ibuki* having been completed, they will shortly be assigned to the standing squadron. It is reported that the battleship has been greatly improved since her first plans were drawn and she is now up to Dreadnought capacity, besides having special features gained by experience in the Russo-Japanese war. The *Ibuki* is of the Invincible type. The new battleship *Aki* and the first class cruiser *Kurama* have been tried and have proved very successful. There are two battleships, the *Kawachi* and the *Setsu*, now in progress of construction at Kure and Yokosuka Naval Stations respectively. The *Kokumi* reports that the battleships will be of a higher type than the *Satsuma*, adapting the latest improvements. The displacements of all the new warships aggregated 68,400 tons. The Japanese Naval Office has ordered the *Kawachi* shipbuilding yard, Kobe, to construct two cruisers of 5,000 tons each. The naval authorities, according to the Tokyo press, intend to provide turbine engines of 20,000 horse-power in the destroyer *Umikage*, which is under construction at the Maizuru Naval Station. Two more destroyers of the same type will be built, and the speed of the boats is to be 33 knots each.

Baron Shibayama and thirty-three leading business men of Tokyo and five prominent clergies left Yokohama on the 12th

instinct—some of them in company with their wives—for the steamer *Minakata* for America, at the invitation of prominent Chambers of Commerce in the United States. Two days before their departure, the Emperor entertained them at dinner at the Shiba Detached Palace. Some members of the Cabinet and a few high officials of the Imperial Household Department were present and Viscount Watanabe presided. Marquis Katsura, the Premier, gave a brief address commenting on the friendly relations now existing between the United States and Japan. Baron Shibayama in his reply dwelt on the growth of trade between the two countries and said that the party would endeavour to bring about even more friendly relations between the two nations.

Early on the morning of the 20th instant, an explosion occurred in the military ammunition factory in the district of north Kawachi near Osaka with the result that a large number of persons were killed or injured and some buildings, adjoining the factory, were destroyed. These included a post office and a law court, but the same time a terrible thunder storm was experienced in the district. Some houses were struck by the lightning, and injury was caused to several persons.

SCOTTISH LETTER.

(From Our Own Correspondent.)

Edinburgh, August 3.

BRIGADE TRAINING OF TERRITORIALS.

The War Office is understood to have under consideration a great development in the summer training of the Territorial Force. Each General of Division will have the whole of his troops grouped in one place for manoeuvring purposes. It is anticipated that the Highland Brigade, under Brigadier-General F. Macdonald, will have its camp in the neighbourhood of Perth, where large estates may be obtained by the authorities on long leases. Wherever possible, regular troops are to assist in the operations, and the 2nd Seaforth, now at Fort George, will therefore probably be directed to join the Highland Division. The same thing will apply to the various batteries of Royal Artillery, Royal Engineers, and companies of the Army Service Corps stationed in Scotland.

The combined training of all arms is, of course, very desirable, but whether it is possible with such a force as the Territorials, which must always include a large number of imperfectly trained men, is a matter for military experts. The officers who have just returned from the camps, however, complain that each branch was too much confined to its own department. The Edinburgh "Territorials," for example, were distributed all over the country. The infantry were planted down at Aberdeen in Fifeshire; the Yeomanry at Haddingtonshire; the Field Artillery at Bordon in Fife-shire; the transport at Leamark and Craigton Row, near Castle Douglas, serving other brigades; and the Ambulance and Hospital at Troon and Aldershot. All this scattering of the units may be of some benefit, but the lay mind may be excused if it wonders how the Lottian Brigade could shape if it were suddenly brought together on an emergency without any previous training in co-operation. Of course, that Edinburgh Garrison Artillery and Engineers were sent to their allotted posts along the Firth, and especially near Rosyth.

It was matter of general remark that the war, though they had to face some rather bad weather, looked infinitely better after their fortnight under canvas, and health was the only respect in which considerable improvement had taken place. No one who saw the going into camp on the 12th of the training and again as they moved away, could fail to be struck by the improvement in their demeanour. Tenancy of the men, also, this was the first night's holiday, as it might be called, they had ever known. It is already promised that the camp experience will be held for the first time in the coming year. "But if it had only been for three months!" was the exclamation of a brigadier.

MR CROSS AND CAMERON.

Mr. Alexander Cross, M.P. for the Camachie Division of Glasgow, has definitely succeeded from the Unionist party, and will in future receive the Liberal whip. The change of sides, which is not wholly unexpected, is mainly due to Mr. Cross's Free Trade views; but on temperance and other matters he has for some time expressed opinions at variance with those of his nominal leaders. His intention to Parliamentary duties gave rise to a great deal of dissatisfaction among all ranks in the constituency, and it is doubtful whether the local Liberals will accept him; they have fought him too long and too bitterly. It is not known whether he will give his constituents an opportunity of passing judgment on his action in his election; but whatever the election takes place it will be three-cornered; the Unionists have chosen Mr. Mackinder, who recently contested the Border Burghs; and the Labourists will also put forward a candidate.

THE DUKES OF SUTHERLAND AND DUNDEAL.

The latest application for disinheritment from the Duke of Sutherland, His Grace, who is also the Earl of Sutherland, has presented a petition to the Scottish Court of Session for authority to disinherit the said Earl and estate and "the estate and country of Ross." The particular land to be disinherited has not yet been specified. The Sutherland family possess the largest landed estate in Great Britain, which includes almost the whole county of Sutherland, valuable lands in Caithness and Cromarty, and in various counties in England. The amusements are important in view of the fact that the eldest son of the Duke, the Marquis of Stafford, will celebrate his majority in the course of a month or two. The history of the family of Sutherland is practically the history of the North of Scotland. The Earldom dates back to 1224, and after the influence of the powerful Duke of Argyll, the Duke of Sutherland in the North could compete with the dynasty that ruled in Deverbia. The family name was Gordon, and the saying "The Gordons are the guide" is still well known. The last of the Earls of Sutherland was Elizabeth, Countess of Gordon in her own right. By her marriage with a representative of the Leveson-Gowers, two great families were united, and the name was changed. Her husband was created the first Duke of Sutherland. The present Duke, the Marquis of Stafford, is the son of the Duke of Sutherland, and is one of the most beautiful women of her time.

GREAT BRITAIN AT BRUSSELS.

A UNIQUE EXHIBITION NEXT YEAR.

A NEW DEPARTURE.

The Empire as a concept which is interested with the British Empire in a reform to be carried out next year with some 400 at the Brussels International Exhibition. Unique importance will attach to the British Section there. For the first time what may properly be called a representative national exhibit is to be officially attempted; and it should be noted that the organisation which has been created for this purpose is at the service of all the Colonies and of India for purposes of information and negotiation connected with future exhibitions.

The British Section is being organised on novel lines. Exhibitors are no longer dependent on a voluntary committee; or left to install their goods as best they can, or required to defray the cost of a general scheme of decoration; or engaged as exhibitors have always hitherto been, in a speculation the end of which they cannot ascertain beforehand. The Section is in charge of a new Department of the Board of Trade, acting in personal touch with them, and taking responsibility for these matters.

French, German and other exhibitors have long been assisted in systematic ways. Our own were at a disadvantage everywhere. But the new organisation undertakes to do more than is done for the exhibitors of any other country.

"THE IRON'S SLAY."

The most prominent position in the Exhibition grounds at Brussels, next to the Belgium itself, has been secured for the general section visitors will pass through the British Galleries to reach those of the United States, France, Italy and other nations. In the Machinery Hall the position allotted to Great Britain occupies the centre, is more than one-third of the whole floor-space; and there will be an unprecedented and very remarkable show of machinery in motion.

At Brussels, therefore, a new era in British exhibiting will be opened. This comes as the result of a Departmental inquiry, made by a Board of Trade committee presided over by Sir Alfred Bateman. Taking the opinion of a large number of important manufacturers, the Committee found a strong and growing prejudice against British exhibits in old houses, and came to the conclusion that it was largely justified. But, as it would have been ruinous for Great Britain to abandon alone from a form of advertisement which is now established, they recommended effective measures to meet the criticism of British Exhibitors. The Exhibition is a permanent feature of the Board is the chief outcome. Instead of every Exhibition being treated as a new problem of organisation, a permanent machinery for the care of British interests is thus created.

EXHIBITION ADVANTAGES.

To enumerate the facilities which it offers to exhibitors is to realise that a principal aim of the Exhibitions Department has been to simplify the business of exhibiting. These facilities are such that an exhibitor may know, to a penny, what his expenses will cost him, and he can obtain from Belgian contractors for the installation of machinery. This charge for the installation of machinery, which was the cost of the general decorative scheme, the handling of exhibitors' goods, the publication of a catalogue in French and English, and some other benefits. "Handling" means that officials of the Commission will take delivery of packages at the Exhibition entrance, and place them on the space allotted; take away, store and return the packing cases and re-load at the close of the Exhibition. Further, the Commission will provide free of cost, as far as possible, an adequate supply of unskilled labour to assist exhibitors with the installation of their goods.

A UNIFORM SCHEME OF DECORATION.

There is a very striking novelty in the internal architectural design of this British Section. The character of the design is not such as one associated with exhibitions in general. It has dignity and elegance. In harmony with the section's importance, it will give the British exhibit a conspicuous value for the most useful eye.

The provision of showcases in a uniform style is part of the conception. It will not deprive exhibitors of individual character. Exhibitors are not even required to use these cases, or any cases. If they desire to provide their own, there will be every facility to meet them in the matter, so long as their cases are not inimical to the national scheme. But the provided cases may be had in all sizes and for all positions, and they are dust-proof and extremely handsome, being made of seasoned mahogany or selected under glass and mahogany.

Machinery involves, of course, the additional cost of foundations and shafting; but the laying of foundations by Belgian contractors will be superintended by a competent engineer, and hand-rails will be provided.

Another provision is that of a suite of rooms for exhibitors' agents. This is a new thing in exhibition practice. There will be a reference library and a staff of high-class interpreters attached to the establishment; and it will be furnished with all the necessary equipment for transaction of business, correspondence and so forth.

A NATIONAL MOVEMENT.

His Royal Highness the Prince of Wales has led the movement in favour of this effective new departure in State assistance. He is the President of the Royal Commission appointed for this and two following exhibitions; and in a speech at Marlborough House, on the 12th of June, he urged that the matter from the point of view of their individual advantage, but to treat it as a patriotic enterprise. The commercial prestige of the Mother Country has suffered from the absence of many "great firms" from past exhibitions. The Earl of Argyll, Chairman of the Commission, and Mr. U. F. Wintour, Director of the new exhibitions, have therefore held many meetings in the trading centres to overcome indifference, and to explain the new facilities. They have met with very gratifying success in some centres, e.g., Bradford, Huddersfield, Nottingham, Manchester, and Glasgow, the staple industries have responded, to show collectively for the sake of more effective display. Committees of individuals have been appointed to choose the exhibits, and guarantee funds have been raised.

It is already evident that Brussels will be the principal holiday resort of Europe next summer, for the Exhibition is, in all ways, the most important held in the Continent since that of Paris sixty years ago.

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Conqueror Himself, by Victor L. Whitechurch. The Score, by Lucas Malet.

The Affair on the Bridge, by I. Morgan. De Gennep. Everybody's Secret, by Dion Clayton Calverley.

The Book of Silence, by H. De Vere Stacpole. The Coming of Aurora, by Mrs. Philip Chappin De Crespigny.

A Family of Influence, by W. H. Williams. The Little Lasp, by Algernon Gissing.

Mollie Derrill, by Curtis York. The Lady of the Shroud, by Bram Stoker. A Village of Tempests, by Fred Whitlaw.

The Silent Rancher, by Gertrude Page. The Conversion of Con Greave and other Stories, by Dorothy Cawston.

The Secret Paper, by Walter Wood. The Red Rose of a Summer, by Louise Mack.

The League of the White Hand, by Oswald Graydon. The House of Intrigue, by Perry White.

A Little Green World, by J. E. Buckrose. An Honest Man, by Ralph Harold Bretton.

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COMMENCING

FRIDAY, SEPTEMBER 3RD.

M. E. BANDMANN

PRESENTS

THE MERRY LITTLE MAIDS

COMIC OPERA CO.

Sept. 3rd.

Sept. 4th.

Sept. 5th.

Sept. 6th.

Sept. 7th.

Sept. 8th.

Sept. 9th.

Sept. 10th.

Sept. 11th.

Sept. 12th.

Sept. 13th.

Sept. 14th.

Sept. 15th.

THE HANK LINE, LIMITED.

Taking Charge on through Bills of Lading to all Overland Common Ports in the United States of America and Canada, and also for the principal ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, R.C., TACOMA & SEATTLE, VIA MOJI, KORE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date, 1909
SUVERIO	8239	S. Shorten	20th September
OCANO	4657	F. W. Davies	21st October
KUMERIC	6232	J. Mathie	19th November

These steamers are specially fitted for the carriage of Asiatic Storage Passengers PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to DODWELL & CO., Limited, GENERAL AGENTS.

REGULAR STEAMSHIP SERVICE TO NEW-YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT MALABAR COAST FOR NEW YORK: S.S. LENNOX About 10th September. For Freight & further particulars, apply DODWELL & CO., LTD., Agents.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

Sole Agents for RUBEROID ROOFING

THE ONLY ROOFING WITH 17 YEARS' RECORD.

Inexpensive and all ready to lay. Acid proof. Alkali proof. Vermin resisting. No painting or coating required. No charge for accessories. Light - Cool - Watertight.

SAMPLES FREE. DODWELL & CO., LTD., General Managers.

UNDERWOOD TYPEWRITERS.

The Underwood Machine is the best in the market and has been awarded the grand prize at St. Louis Exposition.

ITS WRITING IS ALWAYS IN SIGHT. It is speedy and durable: it has a UNIVERSAL KEYBOARD and it is an excellent manipulator.

For further particulars and price, apply to DODWELL & COMPANY LTD., AGENTS, HONGKONG & CHINA.

HORNSBY-STOCKPORT

GAS ENGINES AND SUCTION GAS PLANTS.

CHEAPEST FORM OF POWER KNOWN

COST OF RUNNING LESS THAN HALF A CENT PER HORSE POWER PER HOUR

OVER 11,000 IN DAILY USE

THESE MACHINES HAVE WON THE GOLD MEDAL AT THE FRANKFURT BRITISH EXHIBITION, LONDON AND AT THE WINNIPEG EXHIBITION, CANADA.

HORNSBY OIL ENGINES.

Awarded the £1,000 Prize offered by the War Office for the Best Military Tractor, together with £150 BONUS for exceeding the requirements of the conditions by 45 PER CENT.

PILE DRIVERS AND HOISTING ENGINES

made by the LIDGERWOOD MANFG. CO.

PUMPS

Various makes in stock, including TANGY & WORTHINGTON.

AGENTS FOR THE EXPANDED METAL CO., LTD.

EXPANDED METAL FOR REINFORCED CONCRETE. THE BRITISH URALITE CO., [1908], Ltd. URALITE FIRE-PROOF BUILDING MATERIAL.

GENERAL ELECTRIC CO. FRANCIS WEBSTER & SONS' (of New York).

Electrical Plant and Appliances. FAIRBANKS, MORSE & CO. All kinds of Machinery and Engineering Supplies.

CONSOLIDATED PNEUMATIC TOOL CO., LTD. Pneumatic Tools and Air Compressors for working on Iron, Wood or Rock.

Various other Manufacturers.

Quotations for any description of Machinery or Engineering Plant on application to DODWELL & Co., Ltd., MACHINERY DEPT.

KITSON LIGHT

A Brilliant, Safe and Cheap Illuminant by Kerosene Oil DODWELL & CO., LTD., Sole Agents.

OREGON PINE LUMBER

LARGE STOCK OF ALL SIZES ON HAND.

JOHN & ROBERT HARVEY & CO., LIMITED.

ESTABLISHED 1770.

THE Undersigned have been appointed SOLE AGENTS in Hongkong and South China for the above Company's WHISKIES.

Harvey's 'Special' \$14 Per Case. DODWELL & CO., LTD.

INVESTED FUNDS Over £2,000,000. PAID DAILY IN CLAIMS.

THE STANDARD LIFE OFFICE.

\$1,000 POLICY FOR £2.0.8.

The above monthly premium will secure a £1,000 Policy on a good life aged 25 next birthday.

PREMIUMS BY MONTHLY INSTALLMENTS WITHOUT EXTRA CHARGE. For rates and full particulars apply DODWELL & CO., LTD., Agents.



## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMER	To SAIL ON	REMARKS
LONDON, via UNAL POKE	DEVANHA	Noon, 4th	See Special Advertisement
LONDON & ANTWERP	SUMTRA	About 9th	Freight and Passengers
Yokohama, Kobe, and SHANGHAI	CEYLON	About 10th	Freight and Passengers
Yokohama, Kobe, and SHANGHAI	DELTA	About 18th	Freight and Passengers

E. A. HEWITT, Superintendent.

P. &amp; O. S. N. Co.'s Office.

## CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan, and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

SAYING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec.

(Subject to alteration.)

From Hongkong	From Quebec
EMPEROR OF CHINA	ALLAN LINE
MONTEAGLE	ALLAN LINE
EMPEROR OF INDIA	ALLAN LINE
EMPEROR OF JAPAN	ALLAN LINE

Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Empress' steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line) \$71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Pender Street and Fray (opposite Blake Pier).

## PORTLAND &amp; ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBÉ and YOKOHAMA.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMER	Tons	Captain	To SAIL
HENRIK IBSEN	4578	M. B. STANWELL	September 7th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to:

S. SILVERSTONE, Agent.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STEAMER	Captain	To SAIL
SHANGHAI, KOBÉ and YOKOHAMA	OCEANIAN	SILLIER	Sept. 13, p.m.
MARSEILLES, via PORT	AUSALTIEN	RIQUER	Sept. 14, at 1 p.m.
SHANGHAI, KOBÉ and YOKOHAMA	SYDNEY	X	Sept. 27, p.m.
MARSEILLES, via PORT	POLYNESIEN	BZOC	Sept. 28, at 1 p.m.

TRANSHIPMENT on the Co.'s Steamers at SHANGHAI for BATAVIA, at COLOMBO for GAMBETTA, BOMBAY and ADELAIDE, at PORT SAID for the LEVANT, CONNOR, and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10, 20 hours railway from MARSEILLES to London. Interpreters meet passengers on their arrival in Marseille.

For further particulars, apply to:

P. de CHAMPORIN, Agent, QUEEN'S BUILDING.

## HAMBURG-AMERIKA LINIE, HAMBURG.

EAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, VIA STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Madeira, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's 'Arabian and Persian Service' to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG.

Outward	Homeward
For Shanghai, Yokohama & Kobe	For Rotterdam & Hamburg
S.S. NICOEDIA	S.S. DUTCH
S.S. LIBERIA	S.S. HOLLAND
S.S. BELORAYIA	S.S. BREMEN
S.S. SILENTIA	S.S. AMSTERDAM

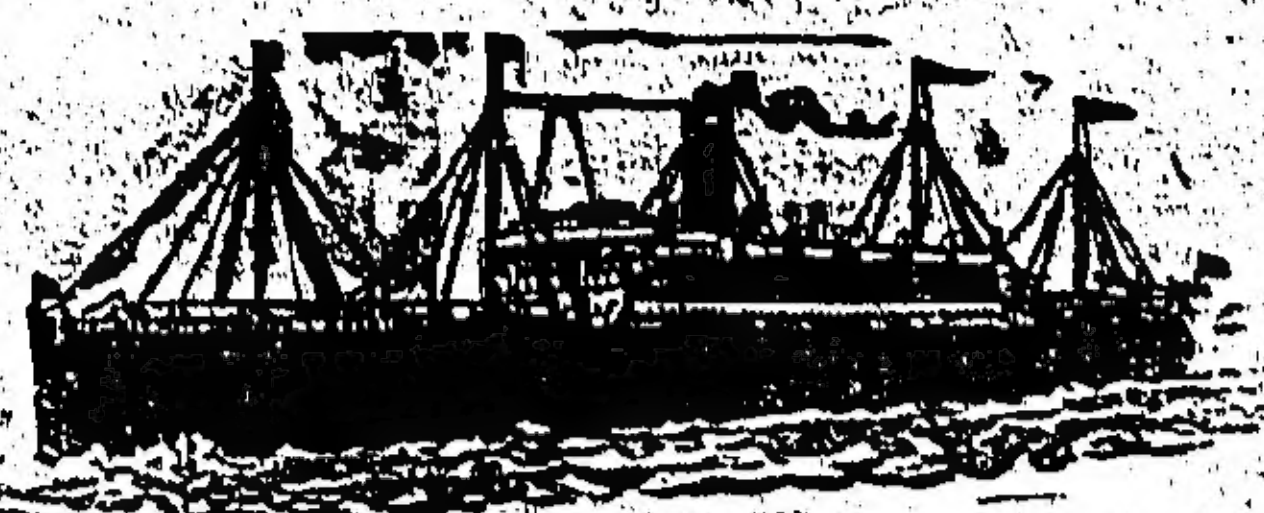
For Further Particulars, apply to:

HAMBURG-AMERIKA LINIE, Hongkong Office.

## Shipping.

## PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

## U.S. RAIL LINES.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONGKONG, ONAGU, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	SAILING DATE	1909.
KOREA	15,000	SATURDAY	11th Sept., at Noon
NIPPON MARU	15,000	SATURDAY	25th Sept., at Noon
SIBERIA	15,000	FRIDAY	1st Oct., at Noon
MANCHURIA	27,000	SATURDAY	16th Oct., at Noon
CHUYO MARU	21,000	FRIDAY	23rd Oct., at Noon
MONGOLIA	22,000	SATURDAY	13th Nov., at Noon
TENYO MARU	31,000	FRIDAY	19th Nov., at Noon

The TENYO MARU will leave for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, September 11th, at Noon.

Fares: Hongkong to London £71. 10. 0, including Berth and Meals across America.

## INTERMEDIATE SERVICE.

China.....10,200 Tons, SATURDAY, 9th Oct., at Noon.

Asia.....9,500 Tons, SATURDAY, 30th Oct., at Noon.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London: via Canadian Atlantic Ports...\$43.

Hongkong to London: via New York...\$46.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Chinese and Japanese Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passengers and Freight, apply to the Agency of the Companies, Kato's Buildings (opposite Blake Pier).

S. SILVERSTONE, Agent.

## NIPPON YUSEN KAISHA, (THE JAPAN MAIL STEAMSHIP CO.)

## PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATION	STEAMER	SAILING DATE	1909.
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MARSEILLES, LONDON, ANTWERP, via SHANGHAI, PENANG, COLOMBO, PORT SAID.

SHANGHAI, MOJI, KOBÉ, YOKOHAMA.

SYDNEY, MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, NAGASAKI, KOBÉ, YOKOHAMA.

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## ORIENTAL COMMERCE.

Magistrates at Wei-hai-wei Bewildered by Century-Old Disputes.

Both the magistrates courts have been fully occupied with the litigation which is so marked a feature of Chinese village life," states the British Commissioner, Sir J. H. Stewart Lockhart, in his report for 1908 on the affairs of Wei-hai-wei.

"Every possible phase of Chinese life," he says, "is revealed in the cases which come to court, and without a sympathetic understanding of the people and a knowledge of their language and customs it would be impossible to administer justice in a manner that would give satisfaction to those who seek redress."

"Evidence is apt to be extremely confusing and the puzzles and conundrums which the magistrate has to solve are frequently very bewildering. Documents are produced often hundreds of years old in proof of rights of ownership, and in many cases the disputes are fought out generation after generation."

Hotels

## KING EDWARD HOTEL.

LADIES' AFTERNOON TEA ROOMS. Private Ban and Billiard Rooms. Hot and Cold Water throughout. Electrically Lighted.

Electric Fans (if required). Electric Passenger Elevator to each Floor. Tables D'Hotel at Separate Tables.

Tel. Address: 'VICTORIA', Hongkong.

For Terms, etc., apply to the MANAGER.

Hongkong, October 2, 1908. 1269

## 'BRASSIDE' PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns; Large airy and well-furnished Rooms. Every home comfort. Fine View of the Harbour. Telephone No. 690.

Apply to: Mrs F. W. WATTS, 'Brasside', 50, Macdonnell Road.

Hongkong, September 2, 1908. 1214

## VICTORIA HOTEL.

SHAMEN, CANTON.

Manager: Mr. H. HAYES.

Telegraphic Address: 'Victoria Shamens'.

Situated on the British Consession.

## MACAO HOTEL, MACAO.

Telegraphic Address: 'Farmer Macao'.

Situated in the Centre of the Praya Grand.

Both Hotels electrically lighted and under experienced European supervision. Grooms and Chinese Footmen. Every information and special attention to Tourists. Reasonable Rates.

WM. FARMER, Proprietor.

Macao, May 13, 1908. 730

## 'KINGSCLERE' PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road.

Tel. No. 134. Teleg. Address: 'Kingsclere'. A.B.C. Code, 4th Ed.

Electric light, hot and cold water throughout. Billiards, tennis, croquet, painting and fine stabling for horses.

Proprietress, Miss F. SAUBER.

Hongkong, September 1, 1908. 1208

## WEEKLY NEWS FOR HOME.

## The Overland China Mail.

## FULL REPORT.

## LATEST INTELLIGENCE.

Order before you leave so you may receive it while at Home.

THE CHINA MAIL, Ltd., 5, Wyndham Street.

## JEYES FLUID.

SOLE AGENTS.

W. G. HUMPHREYS & CO.

RAKE BUILDINGS.

Hongkong, May 15, 1908. 1084

## FOR SALE.

AT THE CHINA MAIL OFFICE.

FROM LONDON TO PENANG.

ACROSS NERALA IN 124.

Price £500.00.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO. LD.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMER	To SAIL
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SINGAPORE, PENANG, LAOAN, SATURDAY, Sept. 4, at 3 p.m.

SANDAY, MAUSANG, SATURDAY, Sept. 4, at 3 p.m.

SHANGHAI, YUENSANG, SUNDAY, Sept. 5, at 3 p.m.

MANILA, YUENSANG, FRIDAY, Sept. 10, at 3 p.m.

SINGAPORE, SAMARANG, ONSANG, TUESDAY, Sept. 14, at 3 p.m.

AND SOERABAYA, FRIDAY, Sept. 17, at Noon.

SHANGHAI, YOKOHAMA, NAMSANG, FRIDAY, Sept. 17, at Noon.

ROBE & MOJI, FRIDAY, Sept. 17, at Noon.

THE steamers Kiang, Namsang and Fooking leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Choochoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad Dagu, Singapore, Java, Ceylon, Java and Laban.



Shipping.

**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS.

**MARSEILLES & LONDON.**

Steamers	Leave	Connecting Steamers	Due	Leave
to	Hongkong	from Hongkong to	at	at
Steamer	Leave	Steamer	Due	Leave
ARCADIA 7000	Feb. 5	MANTUA 11000	March 5	March 11
ASSAYE 7500	Feb. 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	HALYA 10000	April 5	April 11
MACDONALD 10000	March 19	(through steamer)	April 19	April 25
DEVANHA 8000	April 5	MONGOLIA 10000	April 30	May 6
ASSAYE 7500	April 19	MARMOIRA 10000	May 14	May 20
DELTA 8000	April 30	MOSEA 11000	May 28	June 3
DELI 8000	May 14	MOULTAN 10000	June 12	June 18

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamers from Colombo is definitely reserved in Hongkong or at time of booking.

Fares to London (including Surtax):  
1st Saloon.....£71.10 Single. £106.14 Return.  
2nd ".....£48.8 " £72.12 "

In addition to the above Mail Steamers the following—  
**INTERMEDIATE (Non-Transit) STEAMERS**  
WILL LEAVE FOR

**LONDON.**

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due
to	Hongkong	at
SYRIA 6000	January 26	March 12
HYANTRA 4600	February 9	March 25
RYANZA 6700	February 23	April 7
SUNDA 4670	March 23	May 7
SARDINIA 6570	April 6	June 4
MOSE 6700	May 18	July 2

These steamers call at Singapore, Penang, Colombo, and at Marseille.  
FARES TO LONDON (including Surtax):  
1st Saloon.....£55.0 Single. £82.10 Return.  
2nd ".....£38.10 " £57.4 "

For further particulars, apply to  
**E. A. HEWITT, Superintendent.**

**SOUTH AMERICAN LINE.**

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI,  
KOBE, YOKOHAMA, HONOLULU AND  
SALINA CRUZ (Mexico).

s.s. Hongkong Maru	6000 tons gross	Oct. 26th, at noon.
s.s. Manshu Maru	6000 " "	Dec. 10th, at noon.
s.s. America Maru	6000 " "	Feb. 5th, at noon.

For particulars apply to  
**K. MATSUDA, Manager.**  
TOYO KISEN KAISHA, Yokohama, Japan.

**JAVA-CHINA-JAPAN LIJN**

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJIMAH	JAVA	Do.	SHANGHAI	Do.
TJILIWONG	JAPAN	Do.	JAVA	Do.
TJIKINI	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJIPANAS	JAVA	Do.	SHANGHAI	Do.
TJIBODAS	JAVA	First half of Oct.	JAPAN	First half of Oct.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
**JAVA-CHINA-JAPAN LIJN.**  
Yokohama, 1st Floor.

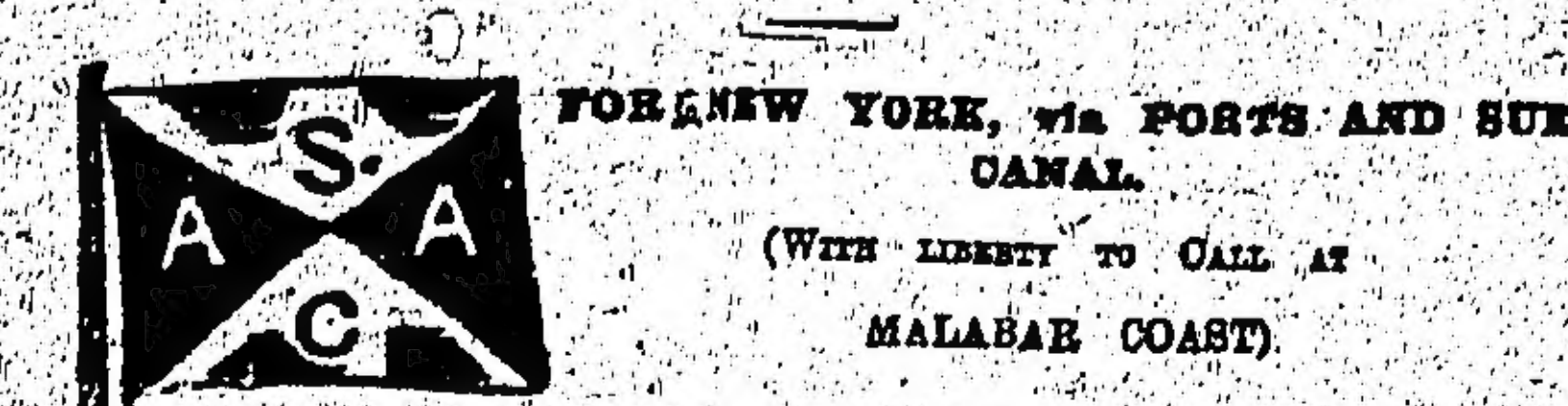
**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

Steamer	Tons	Captain	For	Sailing Date
RUBI	2540	W. R. Almond	Manila	SATURDAY, Sept. 4, at 3 p.m.
ZAFIRO	2540	R. Bolger	Manila	Sept. 11, at Noon.

For Freight or Passage, apply to  
**Shewan, Tomes & Co., General Managers.**

**Hongkong-New York.**

AMERICAN-ASIATIC STEAMSHIP COMPANY.



FOR NEW YORK, via PORTS AND SUVA  
CANAL.  
(WITH LIBERTY TO CALL AT  
MALABAR COAST.)  
S.S. INDRA PURA ..... 17th September, 1909.  
For Freight and further information, apply to  
**SHEWAN, TOMES & CO.,**  
General Agents.  
Hongkong, August 25, 1909.

Shipping.

**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS.

**S.S. 'MACEDONIA'**

10,500 tons.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR

MARSHALLS AND LONDON, via BOMBAY.

WILL leave Hongkong on MARCH 19th, 1910, staying

at Bombay 24 hours only and is due to arrive at

MARSEILLES.....April 16th.

LONDON.....April 23rd.

FARES TO LONDON—

1st Saloon.....£71.10 Single. £106.14 Return.

2ND ".....£48.8 " £72.12 "

For further Particulars apply to

**E. A. HEWITT, Superintendent.**

Hongkong, August 16, 1909.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**HONGKONG—SOUTH CHINA COAST PORTS.**

HIGHEST CLASS, fastest and most luxurious Steamers on the coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMER	FOR	LEAVING
HAIMUN	SWATOW	SUNDAY, 5th Sept., at Noon.
HAITAN	AMOI & FOCHOW	WEDNESDAY, 8th Sept., at Noon.
HAITANG	SWATOW, AMOI & FOCHOW	FRIDAY, 10th Sept., at 2 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier). A reduction of 20 per cent on First-Class Fares to Fochow will be made during the months of August and September.

For Freight and Passage, apply to

**DOUGLAS, LAPRAIK & CO.,**

General Managers.

Hongkong, November 17, 1908.

**THE EASTERN & AUSTRALIAN MAIL SERVICE.**

**TO AUSTRALIA.**

**MAIL SCHEDULE.**

(SUBJECT TO MODIFICATION.)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	Sept. 21	15th Sept., at Noon.
EASTERN	Oct. 19	13th Oct., at Noon.
ALDENHAM	Nov. 17	10th Nov., at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are limited throughout with Electricity. All State Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried. For further particulars, apply to

**GIBB, LIVINGSTON & CO.,**

Agents.

Hongkong, November 2, 1908.

**AUSTRIAN NAVIGATION COMPANY.**

STEAM FOR  
SINGAPORE, PENANG, CALCUTTA,  
COLOMBO, ADEN, SUEZ AND  
PORT SAID.

(Taking Cargo at through rates to the  
BRITISH, RED SEA, BLACK SEA,  
LIVERT, YEMER AND ADRIATIC PORTS.)

THE Company's Steamship  
NIPPON  
Captain TARASCHUK, will be despatched  
from BOMBAY, on SATURDAY, the 25th  
September.  
This Steamer has capital accommodation  
for passengers, Electric Light, and  
carries a Doctor.  
For information as to Passage and  
Freight, apply to  
**HANDER, WILBER & CO.,**  
Agents,  
Princo's Buildings.  
Hongkong, August 27, 1909.

**CHARGEURS REUNIS CO. FRENCH STEAMSHIP COMPANY.**

REGULAR PASSENGER SERVICE  
TO SAN FRANCISCO, MEXICO, PERU,  
CHILE, RIVER PLATE, BRAZIL.

THE steamers of the Chargeurs Reunis Co. proceed from Yokohama DIRECT TO SAN FRANCISCO, without any call en route, thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

The S.S. AMIRAL DUPRE, 10,000 Tons, Captain J. will be despatched for San Francisco and other above destinations on or about the 19th September.

For further particulars, apply to  
**MESSAGERIES MARITIMES**  
Agents at Hongkong.

**SIR ROBERT HART'S MEMORANDUM.**

Notice is hereby given that the Company's Steamer, the S.S. HAN, is to be despatched for the improvement of the service.

For further particulars, apply to  
**MESSAGERIES MARITIMES**  
Agents at Hongkong.

**THE EASTERN & AUSTRALIAN MAIL SERVICE.**

For further particulars, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Notices to Consignees.

**NIPPON YUSEN KAISHA.**

**NOTICE TO CONSIGNEES.**

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Co.'s Steamship Sabaki Maru, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns of the Company at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon on DAY.

Goods not cleared before the 8th September will be subject to rent.

No Fire Insurance will be effected. Damaged Packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within two days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.  
Hongkong, September 2, 1909. 1115

**NOTICE TO CONSIGNEES.**

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER ASSAYE.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo from the above named Steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns of the Company at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon on DAY.

Goods not cleared before the 8th September will be subject to rent.

No Fire Insurance will be effected. Damaged Packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within two days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.  
Hongkong, September 2, 1909. 1115

**NOTICE TO CONSIGNEES.**

STEAMER POLYNESIAN.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from the above named Steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns of the Company at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon on DAY.

Goods not cleared before the 8th September will be subject to rent.

No Fire Insurance will be effected. Damaged Packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within two days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.  
Hongkong, August 30, 1909. 1092

**NOTICE TO CONSIGNEES.**

STEAMER POLYNESIAN.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from the above named Steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns of the Company at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon on DAY.

Goods not cleared before the 8th September will be subject to rent.

No Fire Insurance will be effected. Damaged Packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within two days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.  
Hongkong, August 30, 1909. 1093

**IMPERIAL GERMAN MAIL LINE.**

NORDEUTSCHER LLOYD, BREMEN.

**NOTICE TO CONSIGNEES.**

THE Steamship DERFFLINGER, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Optum Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharves and Godowns of the Company at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon on DAY.

Goods not cleared before the 8th September will be subject to rent.

No Fire Insurance will be effected. Damaged Packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within two days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

GIBB, LIVINGSTON & CO., Agents.  
Hongkong, August 31, 1909. 1090

**SIR ROBERT HART'S MEMORANDUM.**

Notice is hereby given that the Company's Steamer, the S.S. HAN, is to be despatched for the improvement of the service.



**SOUTH MANCHURIA RAILWAY.**

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE VIA DAIREN.

**SUMMER SCHEDULE.**

THIRDS WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Sakiko Maru' (2,877 tons each) as follows—

**NORTH-BOUND.**

Leave—Shanghai (Summer)	Arrive—Dairen	Thursday	Saturday or Sunday
Ar.—Mukden	8.50 p.m.	Sunday	Tuesday
Ar.—Mukden	9.15 p.m.	Monday	Wednesday
Ar.—Changchun	5.10 a.m.	Tuesday	Thursday
Ar.—Changchun (Russian Train)	5.55 a.m.	Wednesday	Friday
Ar.—Harbin	2.55 p.m.	Thursday	Saturday

Connecting at Harbin with State Express from Moscow. Wagon-Lite from Moscow. State Express from Harbin.

**SOUTH-BOUND.**

Leave—Harbin (Russian Train)	Arrive—Changchun	Monday	Wednesday
Ar.—Changchun	9 a.m.	Tuesday	Thursday
Ar.—Mukden	2.10 p.m.	Wednesday	Friday
Ar.—Mukden	2.30 a.m.	Thursday	Saturday
Ar.—Dairen	12.30 p.m.	Friday	Sunday
Ar.—Shanghai	afternoon	Saturday	Monday

\* Russian Train time is 23 minutes earlier than S.M.R. time.

TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. and Messageries Maritimes.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add: 'Yamato') at Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

Freight stock always on hand at Dairen and Nampoong Depots.

**SOUTH MANCHURIA RAILWAY COMPANY, Dairen.**  
Tel. Add: 'Manchuria' Codes: A.B.C. 5th Ed. 1st & 2nd.

**Notices to Consignees.**

**'MOGUL' LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES.**

THE STEAMSHIP ATHOLL.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns of the Company at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon on DAY.

Goods not cleared before the 8th September will be subject to rent.

No Fire Insurance will be effected. Damaged Packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within two days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.  
Hongkong, August 30, 1909. 1092

**PACIFIC MAIL STEAMSHIP COMPANY.**

**NOTICE TO CONSIGNEES.**

FROM SAN FRANCISCO, HONOLULU, JAPAN & SHANGHAI.

CONSIGNEES of Cargo per Steamship KOREA.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and take immediate delivery of cargo from alongside.

Cargo impeding discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after FRIDAY, September 3rd, 1909, at Noon, will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected.

All cargo undischarged on TUESDAY, September 7th, 1909, at Noon, will be subject to rent.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on MONDAY, September 6th, 1909, at 10 A.M.

S. SILVERSTONE, Agent.  
Hongkong, August 31, 1909. 1109

**'BEN' LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES.**

STEAMSHIP BENYU.

FROM ANTWERP, MIDDLESBOROUGH, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns of the Company at Kowloon, where each consignment will be sorted out mark by



## WEATHER REPORT.

The following notice is issued from the Hongkong Observatory:—  
On the 3rd at 12.30 p.m. the barometer has fallen moderately on the N.E. coast of China, and risen over E. Hokkaido.  
Pressure remains high over the Pacific to the E. of Japan, and in moderate excess of the normal over S. China.  
Light S. winds may be expected in the Formosa Channel, and light S.E. winds over the N. part of the China Sea.  
Hongkong rainfall for the 24 hours ending at 10 a.m. today, 0.00 inches.  
Forecast for the 24 hours ending at noon tomorrow:—  
E. or variable winds, light; fine.  
2.—Formosa Channel: S. winds, light.  
3.—South coast of China between Hongkong and Lianao: Same as No. 1.  
4.—South coast of China between Hongkong and Hainan: Same as No. 1.

## ATTACKED WHILE ASLEEP.

A SHIP PURSER'S STORY.

AFTER sleeping one night on the deck of the steamer on which I was Purser, I was attacked with severe pains in the lower part of the back, and from that time onward until Dr. Williams' Pink Pills cured me some months later I felt just as miserable as I could. Such was the substance of an interesting personal experience related by Mr. Thomas Martin Nicholson, a relieving Purser in the British India fleet. Here are the details.  
The cause of these terrible pains in the back was a cold which I caught that night on deck. I was lying down, and the doctor diagnosed my trouble as Lumbago, but subsequently I found that the mischief was in the kidneys. I began to pass blood, and this was so severe as to cause me alarm. Whenever I sat down or got up from a chair there were severe shooting pains in my back. At the same time my appetite declined away to nothing, I had horrible headaches, and it was impossible to get to sleep at night because of the pains I suffered. I became exceedingly irritable and downhearted; all I desired was rest, to get some ease for my aching back.



Mr. T. M. Nicholson, cured by Dr. Williams' Pink Pills.

Well, when I landed in Bombay at the end of the voyage I was looking very poorly, and my friends wanted to know the cause of my miserable unhealthy appearance.  
One of them, seeing how unwell I was, recommended Dr. Williams' Pink Pills. He said he thought they were just the medicine I needed to put me right.  
I gave Dr. Williams' Pink Pills a trial, and right thankful I am that I did so, for I found a change for the better in my condition almost at once. The racing of blood ceased, the pains diminished, my appetite improved, my spirits returned, I began to feel my old interest in sport returning. After taking three bottles of these Pills there was no need for more as I was cured of my complaint in perfect condition, am a keen hockey player, take an active interest in dancing and whatever other recreations are going on. On my recommendation several of my friends have taken Dr. Williams' Pink Pills since my cure, and have been most benefited by them.  
It was by building up my system and by giving him a fresh supply of Good Rich Red Blood that Dr. Williams' Pink Pills restored Mr. Nicholson to health and strength, and in the same way through the blood-cleansing Pills are constantly curing Liver Complaint, Indigestion, Headaches, Malaria, Rheumatism, Scatious Debility, Nervous Breakdown, Paralysis, Beri-Beri, Boils and Skin Disorders generally, and the after effects of Fever, Typhoid, and Cholera. As a remedy for the ailments which afflict Indian youth and middle-age they are world famous. Obtainable at most shops where medicines are sold (or from the Dr. Williams' Medicine Company, 88, Kuikang Road, Shanghai, who send 10 bottles for 88, or 1 bottle for \$1.50, post free to any address). It must be added that when not at sea Mr. Nicholson resides at the Adelphi Hotel, Clare Road, Bombay.

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